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CANADA WEST
GREAT WESTERN RAIL WAY.

Chartered by Act of Parliament.

CAPITAL STOCK £1,500,000 Cy.
£125,000 RESERVED FOR CANADA.

DIRECTORS:

SIR ALLAN N. MACNAB, PRESIDENT.

**WM. M. SHAW,
JOHN O. HATT,
L. LAWRASON,**

**JAMES B. EWART,
PETER CARROLL,
GEORGE S. TIFFANY.**

JASPER T. GILKISON, SECRETARY.

HAMILTON :
G. P. BULL, GAZETTE OFFICE.

1845.

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GREAT WESTERN RAILWAY.

IN offering a portion of the Capital Stock of the *Great Western Rail Road* to the British public for Subscription or Sale, the Board of Directors feel it to be their duty to submit certain facts for consideration, by which intending Shareholders may judge what its prospects are as a profitable investment.

The *Great Western Rail Road* is designed not only to facilitate the internal traffic of the Province of Canada, for which its route possesses eminent advantages, but also to form a connecting link in the great chain of Railway from the city of Boston, on the Eastern coast of the United States, to the Mississippi River, thus drawing over it an immense and increasing foreign traffic. The distance from Boston to the Mississippi River, by the proposed road, is about 1,100 miles; there is at present a continuous line of Rail Road completed and in successful operation to the Eastward of the Peninsula of Canada West, from Boston to the City of Buffalo, at the foot of Lake Erie. To the West of the Province there is a Rail road in the State of Michigan, leading from the City of Detroit, on the Detroit River, to the mouth of the St. Joseph river, opposite the City of Chicago; of this latter road 110 miles are finished and in operation, and the remainder is in course of completion. The distance from Detroit to St. Joseph is 200 miles, and from St. Joseph to Chicago, across Lake Michigan, 69 miles.

The object of the road

Its connexion with other roads.

Connecting lines in operation.

Dividends
on con-
necting
lines:

The Rail Road from Boston to Buffalo is owned by several Companies, and yields annual profits to the Stockholders of from 7 to 10 per cent. ; that in the State of Michigan, although not entirely completed, paid last year 7 per cent. The business between these roads is at present carried on through Lake Erie, and gives employment to a vast quantity of shipping ; but the navigation of the Lake is circuitous and dangerous, and for six months in the year rendered unavailable, from the harbours being frozen up, and the generally tempestuous and inclement state of the weather during the winter season. The great and increasing trade of the Western country with the seaboard, renders it therefore a matter of the highest importance, nay, even of necessity, to establish a rapid, short, and uninterrupted line of communication between the two, by railroad, and by an examination of the Map it will be seen, that the Route of the *Great Western Rail Road* will possess advantages superior to that of any other for this purpose, not only from its termini being in immediate connexion with the several lines of road now in existence, but also from the fact that no other road to the northward of it can be made, unless it shall meet the interruption of water communication, which is closed for so large a portion of the year ; neither can any road be made to the southward of it without winding round the south shore of Lake Erie, and increasing the distance by at least 125 miles.

Naviga-
tion of L.
Erie.

Necessity
for a Rail
Road.

Advanta-
ges of the
Gt West-
ern Road

Route and
length of
the Great
Western
Road.

For these reasons, among many others of a striking nature, this chain of Rail Road must ever be the chief channel of communication between the Northern and Eastern, and the Western States of the American Union, including the Valley of the Mississippi, of which the Great Western Road would be the most important link, extending as it would do, for a distance of 245 miles, from the Niagara to the Detroit frontier, passing through the

Town of Hamilton, at the head of the navigation of Lake Ontario, and the centre of the most populous and best cultivated portions of the Province, intersecting and contiguous to eight Districts, with numerous Towns and Villages, possessing a population of about 250,000, great agricultural and manufacturing interests, which at once guarantees a large way traffic.

Company
first char-
tered in
1834.

The Company was first chartered in 1834, and in 1837 the Government was so satisfied of its utility as a Provincial Work, that it authorized the loan of £200,000 to assist in its construction; but the un-

Govern-
ment
loaned
£200,000

fortunate political events that soon after occurred, prevented the Company taking active steps in the business, and the Charter at length became null, until renewed under its present form by the last Ses-

Charter
renewed

sion of Parliament. In 1836, a Survey of the route from Hamilton to the Detroit River was made by Mr. Elisha Johnson, a Civil Engineer of eminence in his profession, who made a most satisfactory report of the result of his investigation. This report established the fact beyond dispute, that the route selected for the road presents a most favourable surface, and that it can be constructed at as small an outlay as any road in North America, of an equal extent. His estimate was for a single narrow track, with a flat rail, and did not include the cost of land, locomotives, cars, station-houses, &c., and was, therefore, considered very low; but the Board are of opinion it would be advisable, in consideration of the amount of business it would command, to construct the road in a more substantial and durable manner, and with this view have instituted enquiries into the cost of other Rail roads on this Continent, and procured an estimate, (which is given in the Appendix,) from Mr. Wm. M. Shaw, C. E. based upon Mr. Johnson's Survey, which justifies them in putting down the cost of the road, including every expense, at £4,322 per mile—making for the whole distance of 245 miles, £1,059,022, Halifax Cy.

Survey
made.

Mr John-
son's esti-
mate.

Mr Shaw's
estimate.

Capital
Stock.

The Capital Stock of the Company is limited by its Charter to £1,500,000 Halifax Currency; but it will not be necessary to procure more than £1,000,000 Sterling, equal to £1,111,111 Halifax Cy. to be taken in Stock, as this sum will, in all probability, be more than sufficient to meet every expense of construction—the right of way can be had at very little expense, as in most instances the proprietors of the land will give it without charge. The timber required in its construction is also to be procured at a small cost, as it is abundant in the neighbourhood of the entire route.

Right of
way easi-
ly procur-
ed.

Engineers
report not
republish-
ed.

The Board have not thought it necessary, on account of its great length, to re-publish the Engineers Report; and, therefore, have determined merely to embody in this, such matters of fact as may bear more particularly on the eligibility and practicability of the work.

Different
channels
of com-
munica-
tion.

The competition for the trade and travelling between the Western States, including the Valley of the Mississippi and the seaboard at the East, is now vigorously contended for by different channels.—Thus to the eastward of the Niagara Frontier, are the Erie Canal, extending thro' the State of New York, 360 miles between the Cities of Albany, on the North River, and Buffalo at the eastern extremity of Lake Erie, and head of the Niagara River. The Syracuse and Oswego Canal, between the towns of that name of 35 miles in length, and terminating at Oswego on Lake Ontario. The line of Rail Road between Boston and Buffalo, 560 miles in length, and running from Albany to Buffalo nearly parallel with the Erie Canal. In addition to these channels, which are finished and in full operation, there are others in different stages of progress, all having for their object the Western travel, and amongst which we may mention the New York and Erie Rail Road, leading from the City of New York to Lake Erie, with a terminus at Buffalo, a

distance of 460 miles. A Rail Road from New York to Albany, 145 miles. A Rail Road from Syracuse to Oswego, parallel to the Canal between these points. A Rail Road from the City of Rochester to Lewiston, situated 7 miles below the Falls of Niagara, 75 miles in length. All of these lines of communications have their Western termini, either on Lake Ontario, the Niagara River or the foot of Lake Erie, and the principal source from whence all of them derive their profit is the Western traffic, which is accordingly regarded as of much greater importance than the way business. It may therefore be truly said that those thoroughfares converge upon the Canadian peninsula, and that consequently by making a Rail Road from the Niagara to the Detroit Rivers and passing thro' the town of Hamilton at the head of the navigation of Lake Ontario it would afford a most favourable and direct route, and one which during the summer would promote the navigation of the great lakes, and at all seasons of the year afford an uninterrupted intercourse by land.

Railroads,
&c. in progress.

Converge
on the
Canada
peninsula.

Direct
route to
West.

The following table shewing the amount of travel on the line of road between Albany and Buffalo for year 1844 is extracted from the official returns made by the several companies to the legislature of the State of New York.

NAME OF RAIL ROAD.	THROUGH PASSENGERS.	WAY PASSENGERS.
<i>Mohawk and Hudson,</i>	132,685	<i>none</i>
<i>Uttica and Schenectady,</i>	191,215	60,634
<i>Syracuse and Uttica,</i>	82,038	39,708
<i>Auburn and Syracuse,</i>	80,538	9,716
<i>Auburn and Rochester,</i>	50,512	70,857
<i>Tonawanda, from Rochester to Attica.</i>	52,962	26,570
<i>Attica and Buffalo,</i>	64,646	9,303
<i>Lockport, Niagara Falls, Lewiston to Buffalo, no returns, but amount to many thousands.</i>		

Amount
at Buffalo.

The number of passengers who arrive at, and leave Buffalo during the summer months, average

1000 daily, while the extent of travel on Lake Erie may be estimated from the Report of the President of the Board of Internal Improvement of the State of Michigan, for 1844, by which it appears that an average of 20,000 passengers per month arrive at Detroit by Steamboats, during five months of the year, making a total of 100,000 passengers without taking into account those who travel by Propellers and Sailing vessels, and who are known to be numerous. 10,000 Tons of Freight per month is the amount stated by the same authority, to arrive in Steamers. Leaving therefore the unascertained travel and traffic out of the question, we may, from the above data, form an approximate estimate of the amount of foreign travel which will pass over the *Great Western Railway*. At present the passage between Buffalo and Detroit is performed by first class Steamers in 36 hours; but by the Rail road it might be accomplished in 12 or 14 hours. Considering, therefore, the great saving of time, as well as the increased comfort and safety by Rail way, the Board are of opinion that out of the 100,000 who pass up Lake Erie in the season, it may safely be assumed that two-thirds would travel by Rail road; this at 3 cents per mile, which is a lower rate than is usual, would amount to within a fraction of £500 per mile; from which, deducting £200 for running expenses, will leave a profit of £300 per mile, which would be about 7 per cent upon the cost of construction, allowing the road to cost £4,300 per mile; this does not take into account the travel from the Western to the Eastern States, the Provincial travelling, or the transport of Provincial and American freight; nor does it take into account the annual increase of this trade and travel which must be very considerable; and the Board beg to draw attention to the fact, that for at least half the year, navigation may be said, (for all useful purposes,) to be closed on the Canadian Lakes, by

Arrivals
at Detroit.

Merchandise.

Length
of passage
from Buffalo to Detroit.

Profits
from foreign travel

the frosts and storms incidental to that portion of the year, and for that period the proposed Rail road would be without a competitor, forming a continuous line between Boston and St. Joseph, at all times of the year, and completely change the season of travelling to one uninterrupted stream from one year's end to the other.

Navigation closed the year.

At present people are obliged to travel during the season of navigation, and the commercial business of the country is necessarily confined to the same period, traders must procure their winter supplies of goods at the seaboard in September, to last them until the following May or June, and emigrants can seldom arrive at their destination in the west in sufficient time to prepare the ground for a summer crop, this road will enable the one class to do their business equally well at all seasons and afford the other an opportunity of taking the full advantage of the summer months.

People must now travel in summer.

Mode of doing business.

The Board would also remark that this railway will receive a willing support from the American public, (as will be seen by documents here published) by whom it is regarded as the only line which can effectually promote their intercommunications, and as it will pass through the town of Hamilton and the centre of the Province, it will admit hereafter of an extension down the north shore of Lake Ontario to Toronto, and even to the city of Montreal, but at the same time they consider that, in order to make a railway profitable in Canada West at present, it must be laid down so as to connect with American railways, and form an uninterrupted line of communication throughout the year, and that the Great Western Railway is and can be the only one which can effect this desirable object. The navigation of Lakes Ontario, Erie and Huron, as has been stated are rendered dangerous or altogether impracticable for one half the year and subject to cold winds and storms during two of the

Railway will receive American support.

May be continued to Montreal.

Terminus
on Lake
unprofitable.

months of navigation, rendering it exceedingly uncomfortable to passengers, so that it may be safely stated that it is only from the middle of May to the middle of Sept. that the travellers willingly, even now, seek this mode of transport, any rail road therefore, which has either terminus upon these waters, or which solely depends on business derived over them—will prove far less profitable to Stockholders, and of less advantage to the Province, as it would fail to enlist the support and favor of the American travel, which can only be had by adopting the most direct route, *consistent with Provincial interests*, between their own established lines of internal communication.

Charter.

The Company's Charter is of the most favorable description, and may be inspected with the Books for the Subscription of Stock, it being prefixed to them. It is also decided that no more Stock shall be called in than will suffice for the construction of the Road, viz., £1,000,000 Sterling, and the £125,000, Halifax Currency, reserved for Canada, In offering so large a portion of the Capital Stock in the British Market, and United States, the Board have been careful not to overstate the statistics of the probable business of the Road, and leave to the Subscribers of Stock the responsibility of judging of the unascertained sources of profits, that is to say, of those sources of which the Board have been unable to procure official returns. The Board, however, do not hesitate to declare their opinion, founded on extensive enquiries, that the Stock of the proposed road, will, when completed, equal in value any Rail Road Stock in America.

Stock offered to
British and
Americans.

Directors
opinion of
value of
stock

All which is respectfully submitted by

ALLAN N. MACNAB.
W. M. SHAW.
JOHN O. HATT.
L. LAWRASON.
JAMES B. EWART.
P. CARROLL.
GEORGE S. TIFFANY.

} DIRECTORS.

HAMILTON, C. W. AUGUST 6, 1845.

A P P E N D I X.

ESTIMATE of the amount required to construct the Great Western Rail Road, from Fort Erie to Windsor, with a heavy Rail and single track, allowance being made for turnouts, a distance of 245 miles 38½ chains, as deduced from the survey of Mr. Johnson.

FROM HAMILTON TO CHATHAM, 142 M. 72 CHS.

	£.	s.	D.	£.	s.	D.
1,777,090 C. yds. Excavation	0	0	6½	48129	10	5
1,631,180 C. yds. embankment	0	0	7	50492	15	0
53,000 C. yds. rock excavation	0	0	3½	8281	5	0
170 Box Culverts	15	0	0	2550	0	0
2 Culverts	200	0	0	400	0	0
4 Do.	250	0	0	1000	0	0
1 Do. at Fairchild's Creek				450	0	0
2 Do do	375	0	0	750	0	0
4 Do do	450	0	0	1800	0	0
1 Bridge across River Thames				2000	0	0
1 Do middle branch do				1200	0	0
1 Do across Cedar Creek				500	0	0
1 Bridge across Thames at London				2500	0	0
1 Do Dingsman's Creek				500	0	0
Grubbing, clearing and off-take drains, per mile	200	0	0	28580	0	0
The country between Chatham & Windsor, 47 miles 30½ chs., being very regular, I estimate this Sec. as follows:—						
Grading, bridging, &c. 47 miles 30½ chs.	1300	0	0	61595	12	0
Hamilton to Fort Erie, 55 miles 16 chs.						
For 7 miles	3000	0	0	21000	0	0
" 20 do	2000	0	0	40000	0	0
" 5 do	2500	0	0	12500	0	0
" 15 do	1800	0	0	27000	0	0
" " do 30½ chains				800	0	0
Draw Bridge across the Welland Canal				3000	0	0
Land damages, say 245 miles	30	0	0	7350	0	0
24600 tons iron at delivered on line	15	10	0	381300	0	0
Laying 246 miles track, including timber, &c. for superstructure	750	0	0	184500	0	0
Depots, stations, work shops, &c. locomotives and cars, the number of which will depend upon the business of the Road, say 12 Locomotives	2500	0	0	30000	0	0
30 Passenger Cars	550	0	0	16500	0	0
35 Freight and sand Cars	150	0	0	5250	0	0
				960929	2	5
Superintendence and contingencies, 10 per cent.				96092	18	3
				£1059022	0	8

W. M. SHAW, C. E.

Hamilton, July 26, 1845.